

SERVICE AVIATION



Royal Air Force and Fleet Air Arm News : Official Announcements : Military Aviation Abroad



"Flight" photographs.

Changes in the Higher Appointments

THE Air Ministry announces the appointment of Air Comdre. William Ashton McClaughry, D.S.O., M.C., D.F.C., to be Director of Training, Air Ministry, with effect from a date in October, vice Air Comdre. Robert Leckie, D.S.O., D.S.C., D.F.C., who assumes command of Royal Air Force, Mediterranean, in that month.

Air Comdre. McClaughry, born in 1894 in Australia, was appointed to a commission, as 2nd Lieutenant, in the Australian Imperial Forces in 1913 and, in June, 1916, was seconded to the R.F.C. as a Flying Officer. During the War he served in France, and besides gaining the D.S.O., M.C., and D.F.C., was mentioned in despatches on three occasions.

In 1919 he was appointed to a permanent commission as Squadron Leader in the R.A.F., and resigned his appointment in the Australian Imperial Forces.

Air Comdre. McClaughry has completed courses at the R.A.F. Staff College and the Imperial Defence College, and his appointments have included the command of No. 8 (Bomber) Squadron, both in Iraq and Aden, several appointments on Air Staff Duties, and the command of R.A.F. Station, Heliopolis. Since July, 1936, he has been commanding the British Forces in Aden. He was promoted to Wing Commander in 1929, to Group Captain in 1934, and to his present rank in January, 1938.

Air Comdre. Leckie, born in 1890, was commissioned in the R.N.A.S. in 1915, and during the Great War served conspicuously in coastal defence units, gaining the D.S.O., D.S.C., and D.F.C. for his services in action against invading enemy airships and submarines. In March, 1919, he was seconded to the Canadian Air Force, and, in August that year, was granted a permanent commission in the R.A.F. as a Squadron Leader. For three years, from the end of 1919, he held the appointment of Director of Flying Operations at the Canadian Air Board. On his return to the R.A.F. in 1922 he was posted to the School of Technical Training (Boys), Halton, and later attended a course at the Royal Naval Staff College. In 1923, Air Comdre. Leckie was employed on Technical Staff Duties, and as Senior Air Force Officer in H.M.S. *Hermes* in 1926. In 1929 he commanded the R.A.F. Station at Bircham Newton and No. 210 (F.B.) Squadron in 1931. On appointment as Superintendent of the R.A.F. Reserve in 1933 he was given the command of the Station at Hendon. Since October, 1936, he has been Director of Training, Air Ministry.

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Canadian Production

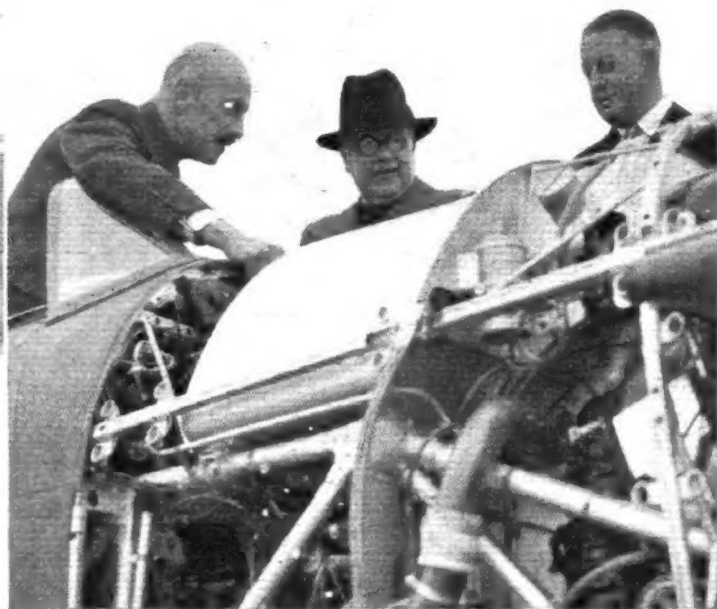
IN view of the activities of the British mission in Canada, already recorded in *Flight*, a brief survey of current production of British-designed aircraft in Canada may be of interest.

The De Havilland Aircraft of Canada, Ltd., has recently delivered to the Royal Canadian Air Force 26 Tiger Moth trainers with Gipsy Major engines.

Canadian Vickers, Ltd., is building 10 Supermarine Stranraer flying boats for Canadian military use. These are having Pegasus engines and will be similar to the standard R.A.F. type. The same Company, incidentally, is engaged on a contract for 13 Northrops for photography and survey.

Boeing Aircraft of Canada, Ltd., is building 17 Blackburn Shark II floatplanes.

The Fairchild Aircraft, Ltd., are working on a Canadian Government contract for 18 specially developed Bristol Blenheims for bombing and reconnaissance.



THE AIR MINISTER, continuing his tour of aircraft factories and aerodromes, last week visited Hawkers and Vickers at Brooklands. He is seen above examining a Hawker Hurricane with (on left) Flt. Lt. P. W. S. Bulman (director and chief test pilot) and Mr. F. S. Spriggs (managing director). In the other picture the Air Minister is seen under the imposing nose of a Wellington, with a Wellesley in the background. On the left is Sir Robert McLean, chairman of Vickers Aviation Ltd.

Twenty-eight Westland Lysanders are going into production at the new Toronto factory of the National Steel Car Corporation.

The Ottawa Car Manufacturing Company is assembling a batch of Avro 626 multi-purpose trainers and is also engaged on a contract for the reconditioning of Canadian Service aircraft.

Aircraft Carrier from Australia

SENT in part payment for two cruisers, the Australian aircraft carrier *Albatross* arrived at Plymouth last Thursday from Sydney to be handed over to the British Navy.

Completed in Sydney in 1928, at a cost of £1,250,000, the *Albatross* (4,800 tons) has accommodation for nine seaplanes or flying boats (formerly of the Seagull type—similar to the Walrus), catapult equipment and a crane.

Engines for Hampden and Wellington

THE official name of the new Bristol nine-cylinder air-cooled radial engine with two-speed supercharger to be introduced into the Service in the Handley Page Hampden and Wellington twin-engined bombers is Pegasus XVIII.

This unit has the advantages of both medium and full supercharged engines, the change in supercharger speed being effected by a gear comprising three hydraulic clutch units actuated by oil from the main pressure lubrication system. The gear ratio is 0.5:1 and the weight 1,110lb. Figures under medium supercharged conditions are: Take off power, 980 h.p. at 2,475 r.p.m.; international rated power, 820/855 h.p. at 5,000ft.; and maximum power for all-out level flight (five minutes), 940 h.p. at 6,500ft. and 2,600 r.p.m. Using full supercharge the international rated power is 765/800 h.p. at 15,500ft., and the maximum power for all-out level flight 900 h.p. at 17,750ft. and 2,600 r.p.m. The engine is rated on fuel of 87 octane number.

On the Wellington a crankcase cowl with louvres as popularised in America will be standardised, but this device does not feature in the first of the production-type Hampdens.

The sleeve-valve Hercules and water-cooled Merlin are alternatives in the Wellington.